		NTSB ID: FTW95FA094		Aircraft Registration Number: N9461R	
		Occurrence Date: 01/18/1995		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place LUBBOCK		State TX	Zip Code 79400	Local Time 0903	Time Zone CST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer CESSNA		Model/Series 208B		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>HISTORY OF FLIGHT:</p> <p>On January 18, 1995, at 0903 central standard time, a Cessna 208B, N9461R, was destroyed during a forced landing near Lubbock, Texas. The airline transport rated pilot received minor injuries. Instrument meteorological conditions prevailed for the instrument cross country 14 CFR Part 135 flight operated by Martinaire, Inc. of Dallas, Texas.</p> <p>According to several witnesses and the pilot/operator report, the airplane departed from intersection foxtrot, at the Lubbock International Airport, runway 35L, at 0901 on an instrument flight plan to Midland, Texas. The pilot established initial contact with departure control at 350 feet above the ground. The pilot's next transmission was "eight seventeen goin back to the field." At 0903, the emergency locator transmitter was heard by departure control.</p> <p>The pilot reported that she arrived at the airport at approximately 0630. She reports that she started the engine and "checked all anti-ice, de-ice systems." She cleaned snow off the cowl, the windshield and "lowered flaps, using small stepladder swept snow from aircraft." The aircraft was loaded and taxied to a nearby FBO. She asked a lineman to assist her by removing remaining snow from the top of the aircraft and then departed. During the instrument departure climbing turn, at 400 feet above the ground, the pilot "heard a decrease of power, felt surge, scanned engine instruments." The aircraft began to lose altitude and the pilot landed in a snow covered field.</p> <p>AIRCRAFT INFORMATION</p> <p>Weight and balance calculations were performed using figures provided by the manufacturer, the operator, and the pilots' Federal Aviation Administration (FAA) records. An estimate of the weight of the airplane at the time of the accident was 8,301 pounds. Intentional flight into known icing conditions in this airplane is limited by the Pilot's Operating Handbook to 8,000 pounds. Examination of the airplane and engine at the accident site did not disclose any mechanical problems.</p> <p>The engine was removed from the accident airplane and taken to Pratt & Whitney Aircraft Services, Inc. facilities at Addison, Texas for further evaluation. It was determined that there were no indications of any anomalies or distress observed to the engine components that would have precluded normal operation prior to impact.</p> <p>A review of the airframe and engine records by a FAA inspector did not reveal any anomalies or uncorrected maintenance defects prior to the flight.</p> <p>METEOROLOGICAL INFORMATION:</p>					
<div>FACTUAL REPORT - AVIATION</div> <div>Page 1</div>					

National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: FTW95FA094

Occurrence Date: 01/18/1995

Occurrence Type: Accident

Narrative (Continued)

A review of the weather data revealed that just after midnight a light rain started falling on the ramp where the airplane was parked. The temperature was dropping steadily. By 0519 the precipitation had turned to light rain, light snow, and fog. By 0625 the rain stopped, and the light snow and fog continued until after the accident.

A witness stated that he helped the pilot clean the snow off the airplane. Under the snow, he noticed that 80% of the airplanes wing was covered with a coarse layer of ice from 1/16 to 3/16 in thickness that was not removed. The airplane took off less than five minutes later.

A fireman from the City of Lubbock Fire Department, stationed at Lubbock International Airport, arrived at the accident scene at 0920. He reported "I noticed a considerable amount of snow and ice on the wings of the aircraft. Some of the snow was obviously thrown up on the wing as it skidded over the snow covered ground as it had mud in it. Some of the ice on the wing was a coating approximately 1/16th of an inch thick that had a rough texture that looked as if deposited by freezing rain. It was much rougher than a really rough orange skin."


WRECKAGE AND IMPACT INFORMATION:


The airplane came to rest one mile from Lubbock International Airport on a magnetic heading of 020 degrees in a flat field of winter wheat. The 438 feet long ground scar had a measured heading of 095 degrees. The first propeller blade was located 168 feet north of the main ground scar. The second and third propeller blades were located 107 feet and 26 feet north of the main ground scar consecutively.


Flight control continuity was confirmed. The engine was broken from its mounts and forced under the airplane on the pilot's side. The fuel cells were not compromised. The belly pod was crushed on first impact and its contents distributed along the path of the main ground scar.

ADDITIONAL DATA:

The wreckage was released to the owner's representative upon completion of the investigation.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: FTW95FA094				
		Occurrence Date: 01/18/1995				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name		Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach: NONE						
VFR Approach/Landing: Forced Landing						
Aircraft Information						
Aircraft Manufacturer CESSNA		Model/Series 208B		Serial Number 20880076		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? No		Number of Seats: 2		Certified Max Gross Wt. 8750 LBS	Number of Engines: 1	
Engine Type: Turbo Prop		Engine Manufacturer: P&W		Model/Series: PT6A-114	Rated Power: 600 HP	
- Aircraft Inspection Information						
Type of Last Inspection AAIP		Date of Last Inspection 12/05/1994		Time Since Last Inspection 76 Hours	Airframe Total Time 3984 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? Yes		ELT Aided in Locating Accident Site? No		
Owner/Operator Information						
Registered Aircraft Owner CESSNA FINANCE CORP		Street Address P.O. BOX 308				
		City WICHITA		State KS	Zip Code 67201	
Operator of Aircraft MARTINAIRE, INC.		Street Address 8030 AVIATION PLACE				
		City DALLAS		State TX	Zip Code 75235	
Operator Does Business As:				Operator Designator Code: MXIA		
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): On-demand Air Taxi						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter						
Type of Flight Operation Conducted: Unknown						
<div style="text-align: center;">FACTUAL REPORT - AVIATION</div> <div style="text-align: right;">Page 2</div>						

 National Transportation Safety Board FACTUAL REPORT AVIATION			NTSB ID: FTW95FA094																																																																																					
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First Pilot Information																																																																																								
Name			City		State	Date of Birth		Age																																																																																
On File			On File		On File	On File		38																																																																																
Sex: F	Seat Occupied: Left		Principal Profession: Civilian Pilot			Certificate Number: On File																																																																																		
Certificate(s): Airline Transport; Flight Instructor; Commercial																																																																																								
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																								
Rotorcraft/Glider/LTA: None																																																																																								
Instrument Rating(s): Airplane																																																																																								
Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane																																																																																								
Type Rating/Endorsement for Accident/Incident Aircraft? Yes					Current Biennial Flight Review?																																																																																			
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--no waivers/lim.				Date of Last Medical Exam: 11/23/1994																																																																																		
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>2542</td> <td>514</td> <td>2369</td> <td>268</td> <td>312</td> <td>137</td> <td>151</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>2307</td> <td>514</td> <td>2345</td> <td>250</td> <td>309</td> <td>135</td> <td>151</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td>912</td> <td></td> <td>890</td> <td>20</td> <td>50</td> <td>10</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>114</td> <td>114</td> <td>114</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>31</td> <td>31</td> <td>31</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>2</td> <td>2</td> <td>2</td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>										- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	2542	514	2369	268	312	137	151				Pilot In Command(PIC)	2307	514	2345	250	309	135	151				Instructor	912		890	20	50	10					Last 90 Days	114	114	114								Last 30 Days	31	31	31								Last 24 Hours	2	2	2		1					
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Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No			Second Pilot? No																																																																																
Flight Plan/Itinerary																																																																																								
Type of Flight Plan Filed: IFR																																																																																								
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Same as Accident/Incident Location					LBB		0901		CST																																																																															
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Source of Briefing: Flight Service Station																																																																																								
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 National Transportation Safety Board FACTUAL REPORT AVIATION			NTSB ID: FTW95FA094		
			Occurrence Date: 01/18/1995		
			Occurrence Type: Accident		

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
LBB	0915	CST	3256 Ft. MSL	1 NM	270 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			300 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Overcast			2200 Ft. AGL	Visibility: 1.5 SM	Altimeter: 30.00 "Hg
Temperature: 0 °C		Dew Point: 0 °C	Wind Direction: 340		Density Altitude: 2600 Ft.
Wind Speed: 7		Gusts:	Weather Conditions at Accident Site: Instrument Conditions		
Visibility (RVR): 0 Ft.		Visibility (RVV) 0 SM	Intensity of Precipitation: Light		
Restrictions to Visibility: Fog					
Type of Precipitation: Snow Grains					

Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot			1		1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers						
- TOTAL ABOARD -			1		1	
Other Ground	0	0	0		0	
- GRAND TOTAL -	0	0	1		1	

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National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: FTW95FA094

Occurrence Date: 01/18/1995

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JAMES F. STRUHSAKER

Additional Persons Participating in This Accident/Incident Investigation:

JOHN E BOATRIGHT

FAA FSDO

LUBBOCK, TX 79401